

Today's Advertisements.

NOTICE.

DURING my temporary absence from the Colony, Mr. H. U. JEFFRIES will sign my Name.

GEO. R. STEVENS.
Hongkong, 27th August, 1897. [1926]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
The Company's Steamship

"FORMOSA,"
Captain Robson, will be despatched for the above Ports on SUNDAY, the 29th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAFAIR & Co.,
General Managers.

Hongkong, 27th August, 1897. [1927]

NAVIGAZIONE GENERALE ITALIANA,
(FLORIO & RUBATTINO UNITED COMPANIES).

STEAM FOR
SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN AND GENOA.

ALSO
VENICE AND TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE AND SOUTH AMERICAN PORTS up to CALAO.

Taking Cargo at through rates to PERSIAN GULF AND BAGDAD.

ALSO
BARCELONA, VALENZA, ALICANTE, ALMERIA AND MALAGA.

THE Steamship

"LETIMERO,"
Captain Belletti, will be despatched as above on WEDNESDAY, the 1st September, at Noon. At Bombay the Steamers are discharging in VICTORIA DOCK.

For Further Particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 27th August, 1897. [1925]



NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIA LINE.

MONTHLY SERVICE.
(Under Mail Contract.)

FOR NAGASAKI, KOBE AND YOKOHAMA.
The Company's Steamship

"SAGAMI MARU,"
Captain E. W. Haswell, will be despatched for the above Ports on WEDNESDAY, the 1st Sept., at Noon.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.

Hongkong, 27th August, 1897. [1929]

MOGUL-WARRACK-MILBURN LINE,
FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"LENNOX,"
to sail about 6th September, 1897.
S.S. "PATRAN," to sail about 10th Sept., '97.
S.S. "BRAEMAR," to sail about 24th Sept., '97.
S.S. "MOGUL," to sail about 9th October, '97.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 27th August, 1897. [1897]



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS).

THE Steamship

"ROSETTA,"
Captain F. N. Tildard, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 9th September at Noon, taking Passengers and Cargo for the above Ports. This Steamer connects at Bombay with the S.S. *Oriental* leaving that Port on the 2nd October for London direct.

Silk and Valerian, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 27th August, 1897. [15]

Intimations.

DAKIN, CRICKSHANK &
COMPANY,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a daily qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to Hotels, Clubs, Messes and other Large Consumers.

Any complaint should be addressed to the Manager.

Hongkong, 1st March, 1897. [1904]

Intimation.

A. S. WATSON & CO.,
LIMITED.



BY APPOINTMENT.

WINE & SPIRITS.

WE beg to call attention to our PRICE LIST OF WINES AND SPIRITS as below:

As these are all selected and bought first hand by our London House we have every intermediate profit and are thereby enabled to supply the best qualities at Moderate Prices.

PORT.

(For Invalids and General Use.)

B VINTAGE, superior quality, Red
Capule.....\$14.40 \$1.20

C FINE OLD VINTAGE, superior
quality, Black Seal Capule. 15.20 1.35

D VERY FINE OLD VINTAGE,
extra superior, Violet Capule
(Old Bottled).....20.40 1.70

SHERRY.

B SUPERIOR PALE DRY, dinner
wine, Green Seal Capule.....\$10.80 \$0.90

C MANZILLA, PALE NA-
TURAL SHERRY, White
Capule.....12.00 1.00

CC SUPERIOR OLD DRY, PALE
NATURAL SHERRY, Red
Seal Capule.....12.00 1.00

D VERY SUPERIOR OLD PALE
DRY, choice old wine,
White Seal Capule.....14.40 1.20

E EXTRA SUPERIOR OLD PALE
DRY, very finest quality,
Black Seal Capule (Old
Bottled).....20.40 1.70

B, C, and CC are excellent dinner wines
for invalids and delicate stomachs. D and E
are after-dinner wines of very superior vintage.
All are true Xeres Wines.

OLABET.

B ST. ESTEPHE, Red
Capule.....6.95 \$ 7.55 \$0.60 0.35

C ST. JULIEN, Red
Capule.....9.00 9.60 0.75 0.40

D LA ROCHE, Red
Capule.....12.95 13.95 1.10 0.65

S ST. FOY, 7.10 7.95 0.60 0.35

CUSAC, 9.60 10.44 0.80 0.45

CHATEAU D'AN-
OLADE.....13.20 14.40 1.10 0.60

CHATEAU HAUT
BRION LAR-
RIER.....18.60 19.20 1.60 0.80

CHATEAU MOU-
TON D'ARMAIL.
HACQ.....21.00 22.20 1.80 0.90

Our Olabet, including the lowest priced, are
guaranteed to be the genuine product of the
vine of the grape, and are not artificially made
from raisins and concentrates, as is generally the
case with cheap Wines.

BRANDY.

A HENNESSY'S OLD
V.O. COGNAC.....\$18.00 \$1.50

B SUPERIOR VERY OLD
COGNAC, Red Cap-
sule.....21.00 1.75

C VERY OLD LIQUEUR
COGNAC.....24.00 2.00

V.O. D HENNESSY'S FINEST
VERY OLD LIQUEUR
COGNAC, 1874 Vin-
tage, Red Capule. 35.00 3.00

V.V.O. FINEST VERY OLD
LIQUEUR COGNAC,
1892 Vintage.....48.00 4.00

All our Brandy is guaranteed to be pure
Cognac, the difference in price being merely a
question of age and vintage.

WHISKY.

SCOTCH—
A THORNTON'S BLEND, White Cap-
sule.....\$10.80 \$0.90

B WATSON'S GLENROCH MALT,
LOW BLEND, Blue Capule,
with Name and Trade Mark 10.80 0.90

C WATSON'S ALEXANDER GLEN-
LIVAT, Red Capule, with
Name and Trade Mark.....12.00 1.00

D WATSON'S H.K.D. BLEND OF
THE FINEST SCOTCH MALT
WHISKY, Violet Capule.....14.40 1.20

E WATSON'S VERY OLD LIQUEUR
SCOTCH WHISKY, Gold Cap-
sule.....15.00 1.25

DANIEL CRAWFORD'S FINEST
VERY OLD SCOTCH WHISKY 14.40 1.20

Our lowest priced Whisky is of excellent qual-
ity and of greater age than most brands in the
market. We recommend our customers not to be
deceived by the lowness of price from trying
them all. For a soda whisky, Thorne's Blend
and Watson's Glenlivet are equal to any.
Alexander Glenlivet is a very old Peat Whisky
(smoky) that could not be replaced in stock at
the price. D and E are too well known to need
comment.

IRISH—
A JOHN JAMISON'S OLD, Green
Capule.....\$12.00 \$1.00

B JOHN JAMISON'S FINE OLD,
Green Capule.....15.00 1.25

C JOHN JAMISON'S VERY FINE
OLD, Green Capule.....18.00 1.50

All these are very fine and old. C has been
stocked in Hongkong in wood for over 20 years,
there being a little sale for Irish Whisky in the
Colony.

AMERICAN—
GENUINE BOURBON WHISKY,
FINE OLD, Red Capule, with
our Name and Trade Mark.....\$15.00 1.25

GIN.

A FINE OLD TOM, White
Capule.....\$ 7.50 \$0.60

B FINE UNWATERED, White
Capule.....7.20 0.60

RUM.

FINEST OLD JAMAICA, Violet
Capule.....\$15.00 \$1.25

GOOD LIQUOR ISLAND.....8.00 0.50

GOOD LIQUOR ISLAND.....\$2.50 per Gal.

LIQUEURS.

BENEDICTINE. BLACKBERRY BRANDY.

CURACAO. MARAICHINO.

CHARTREUSE. HERRING'S CHERRY

CRÈME DE CACAO. CORDON.

FEFFREMENT.

DR. SINGET'S ANGIOSTOMA BITTERS.

AND

AERATED WATERS.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 1st August, 1897.

The Hongkong Telegraph

HONGKONG, FRIDAY, AUGUST 27, 1897.

REUTERS' MESSAGES.

THE NORTH-WEST FRONTIER.

LONDON, August 25th.
The Afghans have captured and burned for
All Masjid.

THE TRANSVAAL.

President Kruger, speaking in the Volksraad,
declared that the British Government had ceased
to exist, but that the Transvaal was desirous of
upholding the London Convention in its entirety,
preserving friendly relations with Great Britain
and the whole world.

THE PEACE NEGOTIATIONS.

Germany has declined to join in approaching
the Athens Government regarding the indemnity
until the preliminaries of peace are signed.
France and Russia are disposed to adopt Lord
Salisbury's plan, whilst Austria sides with
Germany.

THE INTERPORT CRICKET
MATCH.

Mr. E. A. Ram, hon. secretary of the Hong-
kong Cricket Club, today received a cablegram
from Mr. Jones, hon. secretary of the Singapore
Club, to the following effect:—"Accept invitation;
please wire exact date." Mr. Ram informs us
that the dates fixed are from 8th to 13th
November inclusive.

THE BANKS AND THE CHINESE.

Just as we were going to press a copy of our
Shanghai sporting contemporary came to hand
dated 22nd August. It states that a number of
Chinese operators had made large contracts
with some foreign banks to sell them, in Shang-
hai, gold bars. When called on to fulfill their
contracts they failed to do so. The Banks
prosecuted the natives, the *Deutsch-Asiatische*
Bank alone claiming Tls. 277,000 for non-deliv-
ery. The case stands adjourned. The same
paper says:—"It is also reported that the Hong-
kong and Shanghai Bank, who had a consider-
able claim on similar grounds, have accepted a
sum equivalent to Tls. 20 a bar as settlement,
their comrades having taken over liability."

LOCAL AND GENERAL.

The dollar has again dropped to 1s. 9d.

AUSTRALIAN mail due to-morrow morning.

MR. CHINDA, who has been appointed Japanese
Minister Resident in Brazil, left London for Rio
de Janeiro on the 12th instant.

MANY of the local bakeries and general store-
keepers have gone in for an all-round "rise"
in consequence of the rapid and alarming fall in
the value of the \$.

MR. T. F. Hoogh, Clerk of the Course for the
Hongkong Race Club, courteously informs us
that no less than 36 gillies have been subscribed
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H.M.S. *Royal Arthur* was to pay off at Port-
smouth on the 7th instant and be immediately
ready to relieve the *St. George* as flagship
on the Cape Station. The *Rosamond* has been
selected for flagship on the Australian Station.

A MARINE hawk was charged at the Magistry
today with unlawfully having in his possession
30 lbs of lead. W. Radford, manager of the
Petroleum Works of Messrs. Meyer & Co., at
North Point, Bay View, said that from the 1st
inst. to the 20th over \$100 worth of lead had been
misled from the Works. He supposed that the
lead was intentionally put by the firm's coolies
amongst the rubbish for the prisoner to take away.
He was convicted of larceny and sent to gaol
for six months with hard labour.

OUR allowance of rain has certainly been a
most liberal one so far this month, the total to
a m. yesterday reaching 25.24 inches or 11.35
inches in excess of the average of ten years.
Taking the area of Hongkong as twenty-nine
square miles, and supposing the rainfall to have
been equal in amount over the whole island, we
have had no less than 47,300 440 tons of water
fall in the island during the current month.
This certainly looks as though there would be
no need for the authorities to cut off the water
supply for some time to come.

FOR a long time past, Mr. Aitken, of the Kow-
loon Dock, residing in Kowloon Terrace,
Kowloon, had been missing small change from
his trousers pockets after changing his clothes
and during the last six months about \$20 had
been stolen in this way. Lately he marked the
coins that he kept in his pockets, with the result
that yesterday morning an *smak* employed by
him was arrested and 10 cents of the marked
money was found in his possession. She was
brought before Mr. Woodhouse at the Magis-
tracy this morning and sentenced to three
months' imprisonment with hard labour.

HARRIS an item for our only and absent vet.
when he condescends to come back to us.—A
case of a kind of epidemic that killed in Tokio
tens of calves per day last spring, is now under
treatment in the Veterinary Hospital at Komaba,
says the *Yokohama Times*. The Professors in
charge of the case, we learn, state that it

HONGKONG WATER RATS.

ACTIVITY OF THE WATER POLICE.

"There be land rats and water rats; water thieves and land thieves," wrote Shakespeare some three centuries ago, and his words apply with marked appropriateness to Hongkong to-day, where pillaging from ships would appear to be a very favorite and lucrative occupation with a portion of the floating Chinese population. Time after time Inspector Hanson and his men have made searches of suspected junks and sampans and invariably they have succeeded in bringing to light ships' gear and merchandise, for the possession of which no proper account could be given. In most cases no owners appeared and the officers had to be content with merely securing convictions for "unlawful possession." To-day Inspector Hanson had charge of another case. One of his men, P. C. Burchell, 33, boarded a second class sampan in mid-harbour at 4 a.m. to-day and secured such a "shakings bag" as would delight the heart of the most avaricious of Liverpool or New York junk dealers. In fact part of the cargo yard at the Magistrate's looked like a regular ship chandler's store. There were three coils of new European rope, a coil of thick rope that had been used, a bundle of new canvas, a length of new light line, a bolt of stout new canvas and a roll of new canvas. Near by was a new bank of spun yarn and a ship's gangway lamp. In addition there was a long clothes-bag, containing a most miscellaneous collection of articles, including several jack planes and draw-knives, locks and keys, a crust bottle, silver mounted Malacca cane, piece of bath-brick, pair of bloodcur, a quantity of copper wire, brass nails, and two coils of wire. Articles except the canvas were stowed on board the sampan and it was only on a *hooking* noticing a rope hanging overboard that the bag, in which was the salt cloth, was discovered towing in the water. Leung May, the master of the sampan, was brought up to-day and formally charged with "unlawful possession" and the case was remanded till 10 a.m. to-morrow, \$50 bail being allowed.

SALARIES IN THE PUBLIC SERVICE.

OFFICIAL CORRESPONDENCE ON THIS SUBJECT. A quantity of correspondence was laid upon the table at the meeting of the Legislative Council yesterday in reply to the following question asked by the Hon. T. H. Whitehead at the previous meeting:—"With reference to the report of the Retrenchment Commission, will the Government lay upon the table a copy of the despatches and instructions received from the Secretary of State for the Colonies in relation thereto, and in connection with applications in respect of salaries similar to those recently referred by His Excellency the Governor to a Committee?" The first despatch was from the Secretary of State to the Governor, dated 11th June, 1894, in which he expressed the view that, in the larger Crown Colonies periodical inquiries should be held into the public expenditure—such inquiries to be conducted by a Committee composed mainly, if not wholly, of unofficial members of the Legislative Council. Accompanying the letter was an extract from a despatch from the Marquis of Ripon to Sir A. E. Hervey, dated June 11th, 1894, wherein it is stated that "there is much to be said for inviting the Legislative Council at intervals, say of seven years, to inquire through a Committee into the public expenditure, and to submit for the consideration of the Governor and the Secretary such recommendations, in the direction of retrenchment, as they may think desirable."

Then follows a despatch from the Secretary of State to the Governor regarding the report of the Retrenchment Commission, dated March 14th, 1895. In the despatch his Lordship stated that he was in favor of the proposal to abolish the Chief Clerkship in the Post Office in preference to abolishing the Assistant Postmaster-Generalship. He would be ready to consider any specific suggestion for concentrating all the Government Offices under one roof, but thought it would involve great expense. The Committee's proposal, "that no further increase either in salaries or in offices be made in future until a full and independent inquiry has been made and the necessity for any such increase established beyond doubt." His Lordship thought was too broadly stated to be carried out in its entirety and he again recommended periodical inquiries by committees of unofficial members.

His Excellency the Governor wrote to the Secretary of State on July 12th, 1895, regarding certain officers' salaries in the Public Works Department and said, "Though I am inclined to concur in the suggestion of the Director of Public Works that the Assistant Engineer be inadequately paid, I regret that I am unable to recommend the increase proposed, as I do not consider the circumstances of the colony are such as to justify increase in salaries at the present time." The letter covered a statement on the subject from the Hon. F. A. Cooper, then Director of Public Works, in which he urged the increase of the salaries of the engineering staff and went into details on the matter of their duties. He mentioned Messrs. Crook, Drury, Gibbs, Haslam and Xavier, and also Messrs. King (Collector of Squatters' Fees) and Teo Tan Tai, Chan Kam To, and Cheong Yau (Chinese Clerks) who were recommended for favorable consideration by the Governor.

The Right Hon. J. Chamberlain (Secretary of State) replied to His Excellency on Sept. 3rd, 1895, stating that, while he concurred in the H.E.'s despatch, he regretted his inability to comply with Mr. Cooper's recommendation. On July 31st, 1895, the Under-Secretary of State forwarded to his Excellency a copy of an application for increase of salary made by Mr. Chatham, Executive Engineer in the Public Works Department, and asked His Excellency's views on the question. Mr. Chatham, in his application stated that he had been then six years in his position and received \$300 per month during the whole of that period. He mentioned the fact that he had been engaged upon and stated that selling applications were not open to him as they were to other officers in other departments and his opportunities of promotion were limited. He also quoted Sir George O'Brien's statement to his ability, &c.

The Governor's despatch in reply, dated October 21st, 1895, stated, "I am of opinion that Mr. Chatham deserves an addition to his salary of say, \$500 a year. I must add, however, that Mr. Cooper of the same department has claims equal to those of Mr. Chatham to an increase of pay, and I hope that you will accordingly sanction an increment of \$500 a month in the salary of both these officers."

On November 25th, 1895, the Secretary of State wrote approving of the increases being made at the rate of \$500 per annum in each case, dating from 1st January, 1897. Regarding applications for increases of salary from the Government Marine Surveyor and the Assistant Government Marine Surveyor, the Secretary of State wrote to His Excellency on Oct. 30th, 1895, asking his views on the subject. Writing again to His Excellency on January 29th, 1897, Mr. Chamberlain said "With regard to the question of allowing two sea vessels work."

I would refer you to the letter from the Board of Trade of the 7th June, 1882, a copy of which was forwarded to the Governor of Hongkong by Lord Kimberley in his despatch No. 137 of the 27th June, 1882, and I would add that the general policy of the Government Service is partly by salary. But, though I am unable to assent to your present proposal, I shall not refuse to entertain the question of an increase of salary being granted to the two officers in question when they have had somewhat longer service, should their work continue to increase and should their services continue to give satisfaction."

FORMOSAN AFFAIRS.

THE TENURE OF LAND BY FOREIGNERS. The question of the right of foreigners to hold land in Formosa is again being raised in the Japanese papers. These state that during the Chinese 1621st foreigners in Formosa bought landed property in and about Taitoh, a suburb of Taipei, and also that at the time the island was ceded to Japan many of the Formosans put their property in the names of foreigners, believing that by so doing they would avoid trouble with the new authorities. But, say our vernacular contemporaries, as Japanese law distinctly prohibits foreigners from holding landed property in the Japanese Empire, the officials of the Governor-General's department communicated with the foreigners possessing land with the object of making some arrangements to bring these holdings into conformity with the law. On the application of foreigners, who yearn for peace, they were given to make new arrangements, but this period has expired without anything being done and without foreigners taking any steps in the matter. There the question now rests, and our vernacular contemporaries appear to consider foreigners in Formosa very obstinate for not divesting themselves of their property. But surely this is a most unreasonable view. The law to which our contemporaries refer was, we believe, passed in the early years of Meiji and forbade Japanese to sell or mortgage their land to foreigners, but if any foreigner had at that time been in the possession of landed property in Japan, the law could hardly have been of retrospective effect. When Formosa was ceded to the Japanese as part of the conditions of peace, the Chinese naturally took no steps to defend the rights of the inhabitants of the island or of the foreigners who had acquired property therein, but the usual custom on such occasions is for the incoming power to recognize the existing state of things, while making what it can for the future, to attempt no interference with engagements already in existence. What the vernacular papers apparently wish the Japanese authorities to do, is to deprive the foreign landholders of their property in order to bring Formosa into line with the rest of the Japanese Empire in the matter of land tenure. But surely this would be extremely unjust, to say the least, unless, that is, a substantial compensation were offered, of which we hear nothing. Foreigners in Formosa, we have no doubt, be supported by their Consuls and Legations in resisting any attempt to deprive them of property purchased at a time when the holding of land in Formosa was legal, and any arrangement which is made must be of a private character and take the form of compensation.—*Kohs Chronicle*.

THE OPIUM REGULATIONS. The Formosa Opium Regulations, says the *Yapin Mail*, were to be enforced from the 1st April in districts where the police authority is thoroughly organized. The population of the localities where the Regulations were put in operation, being only 150,000, does not exceed one-seventeenth of the whole population of the island, which may be supposed to aggregate 2,500,000. Opium consumption is 15,125 in number, while the amount of opium imported from the manufacturer is as follows:—

Opium paste	Boxen	Value
1st class	14,000	29,207
2nd class	21,000	69,017
3rd class	59,000	272,271

Total.....97,000.....170,495. It is supposed that in the event of the Regulations being enforced throughout the island, by September this year receipts from opium, including fees for the delivery of licenses, will not fall short of yen 3,500,000.

CRUSADE AGAINST IMPURE TEAS.

We have just received a copy of the *Taiwan Nippo*, a tri-weekly published in Taipei, the capital of Formosa, from which we learn that, for the purpose of insuring a high standard for Formosa teas and preventing, as far as possible, the sale of teas purporting to be Formosa teas but which is in reality an inferior article landed in the island for the purpose of passing it off as the popular Formosa tea, the Formosa Tea Guild, acting on the recommendation of the Agricultural Department of Taipei, has put into force the following regulations, which, the *Nippo* states, have been agreed to by its members:—

I. Any teas imported into Formosa from foreign tea districts and blended with Formosa teas or any adulterated or spurious Formosa teas, which may be recognized as injurious to the reputation of Formosa Oolong, shall be condemned, and the burning, selling or transferring of such be strictly prohibited.

II. Any member or members found dealing in the said spurious Formosa teas will be liable to a fine of an amount double the cost of the teas in question and the said teas will be confiscated and burned in the presence of the members of the Tea Guild.

III. Any member who discovers and gives information secretly or otherwise that any member or members are dealing in the said spurious Formosa teas will be rewarded with a sum amounting to half the fine imposed upon the dealer.

IV. Any member or members found guilty of a second offence in dealing in the said spurious Formosa teas will be expelled from the Tea Guild and forbidden to transact any future business with its members.

V. Inspectors shall be appointed by the Tea Guild and shall give their constant attention to the discovery of secret dealings in the said spurious Formosa teas.

VI. To give assistance in preserving purity of Formosa Oolong, the foreign merchants in Taiwan (Messrs. Laprelle, Cass & Co., Messrs. Smith, Bakus & Co., Messrs. Tait & Co., Messrs. Judding, Matheson & Co., Messrs. Boyd & Co.) and the Taipei Tea Guild will appoint a Committee of three of these foreign merchants and four Chinese merchants, which Committee will deal with all questions concerning the adulteration of tea, and their decision shall be final.

VII. There shall be drawn up two catalogues, one to be filed at the Prefectural Office and the other at the Tea Guild Office, which shall contain the signatures and seals of all local tea merchants, big and small, certifying that the teas agree to conform with the above regulations.

VIII. These articles are to be printed and distributed gratis to all tea merchants and should be posted in a conspicuous place for the observance of all concerned.

MILITARY COURTS-MARTIAL.

To the average civilian mind, remarks the *Naval and Military Magazine*, a court-martial conveys little more than a picture of spies, hastily-formed tribunals, in which a drum does duty for the presidential table, followed a few minutes thereafter by the rattle of musketry—a scene that justice has been done upon some unfortunate being found trespassing within the lines of those who, for the time, are his country's enemies. Among the many modern modern warfare has made to the cause of humanity, recognition of the bravery and, when springing from patriotism, of the heroism of the spy cannot be numbered. He still remains an exception to the adage that all is fair in war. History contains many examples of the regretful results arising from this rigorous conception of a spy, as one outside the pale of the humanizing and merciful instincts of mankind. Courts-martial, however, though the more serious crimes over which they have jurisdiction are only possible in face of an enemy, have yet many important legal functions to fulfil in "piping times of peace." They inherited part of the jurisdiction of the ancient "Cura Militaria," or Courts of Chivalry, which provided for the trial of cases outside the scope of the ordinary civil law—*secundum legem armorum*. By the 143rd section of the Articles of War it is provided that courts-martial shall have jurisdiction over crimes committed against the ordinary civil law, in such places where there is no competent civil jurisdiction. In such cases the court-martial applies the ordinary civil law of England; but this jurisdiction is nullified where a competent civil court exists, though such court may not administer English law. This is an application of that principle among civilized states by which each recognizes the sufficiency and inviolability of the institutions of the others. Non-military offences may also be tried by court-martial if committed while on service at Gibraltar, or in India if without 20 miles of any of the three Presidencies.

AN INTERESTING FEATURE. It is an interesting feature in the history of courts-martial that the King, whose disregard of all covenants between himself and his subjects cost him his throne and eventually his life, should have been the first to codify rules for the better government of his army. The modern form of court-martial was adopted by an ordinance under the hand and seal of Charles the First, and received statutory recognition in the Mutiny Act passed in the reign of William and Mary. Since this Act many ordinances have been passed relating to the powers and constitution of courts-martial, culminating in the Army Act of 1881. The trial of the Militia, Yeomanry, and Volunteers, in those cases where they fall under the jurisdiction of military law is provided for by "The Regulation of the Force Act, 1879," and "The Volunteers Act, 1861." Though the jurisdiction of courts-martial is not confined to purely military offences, yet in all offences other than these its jurisdiction over soldiers is subordinate to that of the civil courts. The Mutiny Act provides that soldiers charged with the commission of crimes against the peace shall be delivered up to the magistrate for trial, according to the ordinary civil law of the land. If the nature of their offence does not demand expulsion from the service, at the termination of their punishment they are reinstated in the regiment, though suffering the loss of such promotion as their former good conduct may have procured them. In military parlance, they are reduced to the ranks. Officers tried in the ordinary civil courts of justice may thereafter be tried by court-martial, and if found guilty, cashiered.

THE "DUM HEAD."

Coming now to the different forms of court-martial, the premier mention must be given to that known as the "Dum-Head." Though happily now illegal, this form of court-martial was, when in existence, the source of the greatest terror to the unfortunate soldiers tried by its hapless methods. Patience to hear all evidence that might throw light on the case, calmness in conversation, and an open mind in the disposition of punishment, were attributes which, in the "Dum-Head" court-martial, were mostly conspicuous by their absence. In it no time was given to the accused to prepare his defence; no oath was administered, nor any record kept of proceedings too frequently resulting in the taking away of human life. Disaffection with the present law is the keynote of all progress, and if we have our grievances, and the modern "Common Aikins" claims to have more than most. That part of life, however, he can spare from the work of "John Bull's Upright Society-Valve" should be a continual thanksgiving to his patron saint that he cannot number among his real or imaginary grievances that monument of the military justice of the good old times—the "Dum-Head" court-martial. Apropos of this "gleaning" worship of the institutions of the good old times, we can say that the only good element we can find in them is that placid satisfaction that permeates one on recalling the fact that one did not live in them. Of the forms of court-martial now in use, the chief is the General Court-Martial. The offences to the trial of which it usually confines itself are those of a grave and serious nature, involving the penalties of death or penal servitude. Previous to 1868 the numbers of members registered for the trial of court-martial was 13. Of the many suggestions offered as to the reduction of the number, the true one is to be found in the history of court-martial.

POWER OF THE GOVERNMENT.

In 1868 the number of members of a General Court-Martial was reduced to nine, a judge-advocate being in attendance. This court has jurisdiction over all regiments under the command. It hears appeals from the minor or regimental courts-martial, and is the only form of civil officer in those circumstances where there are no proper civil courts for their investigation. As a general rule the Sovereign's confirmation is necessary before any sentence of a General Court-Martial can be carried out. This power of confirmation is, however, delegated to the Commander-in-Chief in India in purely military offences. Civil offences in India, when tried by court-martial, require the confirmation of the Viceroy. Officers in command of Her Majesty's troops abroad have a limited power of confirmation, but never when the sentence is a capital one. When a sentence other than one of court-martial which may completely take cognizance of acquittal, comes under confirmation, it is necessary that the Judge-Advocate-General have an audience of the Sovereign. The latter, acting upon the advice of this official, may disapprove of such sentence and order revision of the court-martial proceedings. Where, after such revision, the conviction is sustained, it is within the prerogatives of the Sovereign to order that the sentence be remitted or a lesser one imposed. The professional penalties, however—such, for instance, as "censoring"—cannot be remitted. These are as unalterable as the laws of the Medes and Persians, and it will be seen that any tampering therewith would, in the case of an officer, seriously impair that moral respect of the private for him which is the foundation of discipline.

NOT AND A.

CALENDAR.

Metereological means based on ten years' observations to 1893.

Barometer	29.762
Thermometer	80.9
Humidity	83
Rainfall	13.89

N.B.—The Rainfall to 10 a.m. on 26th August amounted to 25.24 inches.

TO-DAY.

On date at	On date at
Barometer	29.96
Thermometer	84
Humidity	79
Rainfall	66

TO-DAY.

Friday, 27th August, 1897.

Chinese—30th of 7th moon of 23rd year of Kwong-sai.

Jewish—29th Ab, 5687.

Mohammedan—29th Rabi' I, 1315.

Sun—Rises 5hr. 12min.

Set 5hr. 50min.

Moon—New Moon 5hr. 10min.

High water—Morning 5hr. 10min.

Afternoon 5hr. 10min.

Low water—Morning 5hr. 10min.

Afternoon 5hr. 10min.

ANNIVERSARIES.

1816—The Palace at Zanzibar bombarded by the British.

1841—The Palace at Zanzibar bombarded by the British.

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THE SPEELMAN-DUGUESLIN COLLISION.

A correspondent of the Singapore Free Press writes from Batavia under date 4th August:—

In addition to the particulars already given on the 30th of July as to the *Speelman-Dugueslin* collision, the following are the details: The steamer *Speelman*, of the Koninklijke Paketvaart Maatschappij, whilst on her voyage from Singapore to Batavia, at 7 a.m. on the 20th ult., in the Banka Straits off the South Poeloed Spoer, came into collision with a sailing ship, the *Speelman* was just about to alter her course direct for Batavia when a large three-masted ship, under full sail, with a favourable wind, entered the Straits and crossed her passage. The sailing ship struck the steamer in the 'tween decks and as both vessels were going at full speed the shock must have been very violent. Everything that stood on the starboard quarter of the *Speelman* was smashed by the bow of the *Dugueslin*, the bridge was partly carried away and the chart room broken into pieces. The third mate of the steamer was on the bridge at the time, and it is a marvel how he escaped injury. Immediately after the collision the *Speelman* dropped anchor and examined her damages. The engines not having sustained injury, and her bulwarks found to be seaworthy, preparations were made to continue the voyage, but not until sufficient time was given to allow the sailor to ask for any assistance. However, the *Dugueslin* at once continued on her voyage. Under command of the first officer the *Speelman* was brought to Batavia and arrived at Tandjong Priok at 9 p.m. on Thursday last. Luckily the *Dugueslin* had a single bow, otherwise she would have probably cut the steamer in halves. The casualties included the Captain and two natives killed, and four natives wounded. The Captain was sleeping in the chart room when the collision occurred, and he must have been crushed by the falling wood and was evidently much knocked about, as his body was found in a dreadfully mutilated state on the hatchway of the engine room. The late Captain Scherphuis, who thus met his untimely death in this catastrophe, brought out the same Company's steamer *Van Diemen* from Holland in December, 1890. In Jan., 1891, he was appointed commander of the *Camphuis*, and very recently he was transferred to the *Speelman*. He leaves a widow and five children. The native crew are said to have done their duty in a most praiseworthy manner, and to a great measure relieved the terrible anxiety of the passengers on board. The *Godavery* on her arrival reported having spoken to the *Dugueslin* whilst passing the north point of the Banka Straits. This French barque is bound from Cardiff to Hongkong, and she stated that, although she had been in collision with a steamer, she had sustained no damage. It is stated that the *Speelman* will undergo repairs in Singapore, and that her damages amount to about fr. 30,000. An enquiry is to be held as to which vessel is to blame for the collision. The much circulated report that the barque carried no light is erroneous. In the steamer's log book it is stated that at about a quarter to one, a red light was visible which was not observed earlier by any officer on watch, and yet the collision soon followed. But, as in all cases of the kind, there is any amount of room for conjecture which can only be cleared up by an enquiry. At the present stage it is not what was the third mate doing on the bridge alone, so long after he should have been relieved by the first officer, who in the *Paketsvaart* steamers always takes the middle watch at night.

NOT EVEN IF IT COST TWENTY SHILLINGS.

A NOTABLE percentage—about one-third, I think—of the power of a steam engine is used up in overcoming the friction of its own parts. Hence inventors are constantly testing devices to reduce friction. Yet they can never overcome it, and the resistance created by it represents power (and hence expense) also) absolutely lost.

Intimations.

CAN'T STOP IT!
A TIDAL WAVE OF POPULARITY.THE
BESTMOST
WHOLESOME

BEER.

WATKINS & CO., Sole Agents for Hongkong.

SOCIÉTÉ ANONYME DE TRAVAUX
DYLE ET BACALANCapital: 5,303,000
Head Office: 15, Avenue Hallegue, ParisWORKS IN EUROPE
BRIDGES (BACALAN) 1896
BRIDGES (DYLE) 1896

Railways and Tramways, Plant and Rolling Stock, Carriages and Waggon, Wheels, Axles combined, Permanent Bridges for Railways, Permanent and portable (Girder) Bridges for Roads, Bridges and metallic Frames, Steam Launches and Steamboats, Boilers and Steam Engines, Dry Dock.

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Apply to Messrs. DODWELL, CARLILL & Co., Hongkong, Agents for the French Republic.

BUILD UP THE BODY.

Influences are constantly at work to undermine health. When you lose flesh, take cold easily, become pale and weak, you need building up, so there will be no danger of taking disease.

Scott's Emulsion

Contains all the essential elements that give strength and vitality to the system. It increases the appetite for other food, enriches and warms the blood, assists in making healthy flesh, relieves inflammation of Throat and Lungs, and overcomes all emaciated, weak tendencies. Prepared by SCOTT & BOWNE, Limited, London. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China—WATKINS & Co., Hongkong.

Auctions.

PUBLIC AUCTION.

THE Underigned has received instructions to Sell by
PUBLIC AUCTION
TO-MORROW
(SATURDAY), the 28th August, 1897,
at 2.00 P.M.,
at his Auction Rooms, Zeland Street, No. 2,
for account of whom it may concern,
A LARGE QUANTITY OF FINE AND
VALUABLE HOUSEHOLD FURNITURE
(removed from the higher level for convenience),
Comprising—

Several SILK TAPESTRY and PLUSH
DRAWING ROOM SUITES, very large
Bevelled Glass OVERMANTLES, LADIES'
DRESSING TABLES with large Glasses,
WARDROBES with Glasses, MARBLETOP
WASHING STANDS, MARBLETOP SIDE
TABLES, ICECHESTS, EASY CHAIRS,
HATSTANDS, CROCKERY, PLATED
WARE, CURTAINS, one large AMERICAN
WOODEN BEDSTEAD with MATTRESSES,
&c., Complete, GLASSWARE, &c.

One large BLACKWOOD CARVED
CABINET.
Several very fine STEEL ENGRAVINGS
and OIL PAINTINGS.
Very fine Inlaid JAPANESE PLACQUES
and LACQUERED SCREENS.
BLACKWOOD SIBETABLES, BLACK-
WOOD CARVED MUSIC STAND.
Large JAPANESE CLOISONNE and POR-
CELAIN VASES.
Several JINICKSHAS and CHAIRS.
On View at the Underigned's from THURSDAY,
the 26th inst.
Catalogues issued prior to Sale.
TERMS OF SALE—Cash before delivery, as
Customary.

PAUL BREWITT,
Auctioneer.

Hongkong, 24th August, 1897. [1305]

PUBLIC AUCTION.

VALUABLE HOUSEHOLD FURNITURE,
CANTON BLACKWOOD WARE,
&c., &c., &c.

THE Underigned has received instructions to Sell by
PUBLIC AUCTION
TO-MORROW
(SATURDAY), the 28th August, 1897,
at 2.30 P.M.,
at his SALES ROOMS, DUNDRELL STREET,
(For Sundry Accounts),
A QUANTITY OF
VALUABLE HOUSEHOLD FURNITURE.

Comprising—
DRAWING-ROOM SUITE in SILK
TAPESTRY and PLUSH, FINELY CARVED
CANTON BLACKWOOD WARE, such as
CURIO STANDS, LADY'S DESK, TABLES,
TEAPOYS, &c., &c.
MARBLETOP and OCCASIONAL TABLES,
BRUSSELS CARPET, LACE CURTAINS.
A fine TEAK SIDEBOARD with Bevelled
Glass—EXTENSION DINING TABLE,
DINNER WAGON, DINNER and DESERT
SERVICES, ELECTRO PLATE and
GLASSWARE, &c., &c.

A few SILVER MOUNTED SHELL
STANDS, DOUBLE BRASS-MOUNTED
BEDSTEPS, DOUBLE and SINGLE
WARDROBES with Bevelled Glass, IRON
COOKING STOVE, ICE BOX and PANTRY
REQUISITES.
Catalogues will be issued.
On View from FRIDAY, the 27th August.
TERMS OF SALE—As customary.
GEO. P. LAMBERT,
Auctioneer.

Hongkong, 25th August, 1897. [1313]

SIEN TING.

SURGEON DENTIST,
No. 10, DIAGONAL STREET.
TERMS VERY MODERATE.
Consultation free.

Hongkong, 27th September, 1897. [1314]

Shipping.

STEAMERS.

OCEAN STEAMSHIP COMPANY.
FOR SANDAKAN AND KUDAT.
THE Company's Steamship
"DEUCALION,"
Captain B. Branch, will be despatched TO-
MORROW, the 28th instant, at 3 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 25th August, 1897. [1238]



NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIA LINE.

MONTHLY SERVICE.
(Under Mail Contract.)

FOR NAGASAKI, KOBE AND YOKOHAMA.
THE Company's Steamship
"SAGAMI MARU,"
Captain E. W. Haswell, will be despatched for
the above Ports on MONDAY, the 30th instant,
at 4 P.M.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, 23rd August, 1897. [1292]

"SHELL" LINE OF STEAMERS.

FOR MARSEILLES AND LONDON.

THE Company's Steamship

"NERITE,"

Captain Daniel, will be despatched as above
on MONDAY, the 30th instant.ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, 24th August, 1897. [1241]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"PROMETHEUS,"

Captain Day, will be despatched as above on
TUESDAY, the 31st instant, at Noon.For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 25th August, 1897. [1238]



NIPPON YUSEN KAISHA.

JAPAN-BOMBAY LINE.

MONTHLY SERVICE.
(Under Mail Contract.)FOR SINGAPORE, COLOMBO AND
BOMBAY.

THE Company's Steamship

"HIROSHIMA MARU,"

Captain N. Ono, will be despatched for the
above Ports on TUESDAY, the 31st instant,
at Noon.For Freight or Passage, apply to
NIPPON YUSEN KAISHA.

Hongkong, 20th August, 1897. [1282]

OCEAN STEAMSHIP COMPANY.

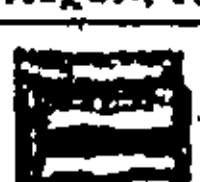
FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"NESTOR,"

Captain Atchell, will be despatched as above
on MONDAY, the 6th September.For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 25th August, 1897. [1216]



NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

MONTHLY SERVICE.

FOR MARSEILLES, LONDON AND
ANTWERP.VIA SINGAPORE, COLOMBO AND PORT
SAID.

THE Company's Steamship

"TOSA MARU,"

Captain C. Hillcoat, will be despatched as above
on TUESDAY, the 7th September, at 4 P.M.For Freight or Passage, apply to
NIPPON YUSEN KAISHA.

Hongkong, 23rd August, 1897. [1293]



NIPPON YUSEN KAISHA.

TRANS-PACIFIC LINE.

MONTHLY SERVICE.

FOR SEATTLE, WASHINGTON,
VIA KOBE, YOKOHAMA AND HONOLULU.(Through Passenger Tickets and Bills of Lading
issued for the principal Cities in the
UNITED STATES, CANADA AND EUROPE, in
connection with the Great Northern Railway
and Atlantic Steamers.)

THE Company's Steamship

"KINSHU MARU,"

Captain F. L. Sommer, will be despatched as
above on THURSDAY, the 9th September, at
4 P.M.Consular Invoices of Goods for the United States
should be in Quadruplicate, and one Copy
must be mailed by the Steamer to the case of
the FREIGHT AGENT, Great Northern Railway,
Seattle, Wash.For Freight or Passage, apply to
NIPPON YUSEN KAISHA.

Hongkong, 25th August, 1897. [1208]

THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.FOR LONDON,
VIA STRAITS AND USUAL PORTS OF
CALL.(Taking Cargo at through rates for LIVERPOOL,
GLASGOW, CONTINENTAL PORTS, RIVER
PLATE, &c.)

THE Company's Steamship

"MOVINE,"

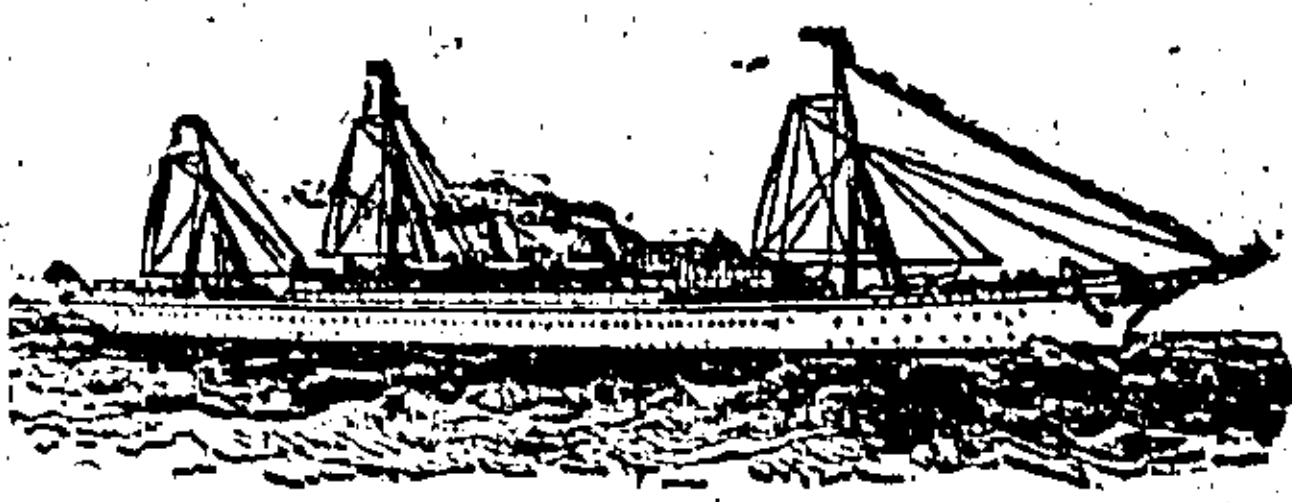
Captain C. H. Kemp, will be despatched as above
on or about the 6th September.For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 20th August, 1897. [1279]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1897.



1897.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 1st September.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. WEDNESDAY, 29th September.

EMPRESS OF CHINA...Comdr. H. Fybus, R.N.R. WEDNESDAY, 27th October.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA
OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12
DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey (avoiding the rough
passages generally experienced in the latitude further South) and make connection at Vancouver
with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC
RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE
ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax,
New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the
Continent are given choice of.Passengers Booked through to all principal points and AROUND THE WORLD. Return
tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan
Governments.The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS
(second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS
(the Company having received the highest award for same at recent Chicago World's Exhibition),
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the
Railway passes.THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by
the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Paddis Street.

Hongkong, 11th August, 1897.

OCCIDENTAL & ORIEN-
TAL STEAMSHIP
COMPANY.TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu).....Thursday, 11th Sept.,
at Noon.Bulwer (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu).....Thursday, 30th Sept.,
at Noon.City of Rio de Janeiro
(via Shanghai, Nagas-
aki, Kobe, Inland
Sea, Yokohama and
Honolulu).....Tuesday, 19th Oct.,
at Noon.Doric (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu).....Thursday, 21st Sept.,
at Noon.Capitol (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu).....Saturday, 9th Oct.,
at Noon.

THE Company's Steamship

"DORIC"

will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, INLAND
SEA, YOKOHAMA AND HONOLULU on
THURSDAY, the 2nd Sept., 1897, at Noon.Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.Through Passage Tickets granted to England,
France and Germany by all trans-Atlantic lines
of Steamers, and to the principal cities of the
United States or Canada. Rates may be
obtained on application.Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
Routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO
GRANDE, and NORTHERN PACIFIC RAIL-
WAYS; also the CANADIAN PACIFIC RAIL-
WAY, on payment of \$4 in addition to the
regular tariff rate.Passengers holding Orders FOR OVERLAND
CITIES in the United States have, between
SAN FRANCISCO and CHICAGO, the option of
the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER and
RIO GRANDE, and other direct connecting
Railways, and from Chicago to destination the
choice of direct lines.Particulars of the various routes can be
had on application.Special rates (First-class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic and Civil Services, to European
Officials in the service of China and Japan, and to
Government officials and their families.Passengers who have paid full fare, re-embarking
at San Francisco for China or Japan (or vice
versa) within one year, will be allowed a dis-
count of 10 per cent. This allowance does not
apply to through fares for China and Japan
to Europe.All RAILWAY PACKAGES should be marked in
address in full and same will be received at
the Company's Office until FIVE P.M. the day
previous to sailing.Consular Invoices to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.For further information as to Freight or
Passage, apply to the Agency of the Company,
No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 5th July, 1897. [12]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
GOAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS,
AND GENERAL COMMISSION
AGENTS.PRAYA CENTRAL HONGKONG.
SOAP MANUFACTURERS.SOLE AGENTS FOR
HARTMAN'S PATENT GENUINE
COMPOSITION RED HAN BRAND,
HARTMAN'S GREY PAINT,
DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c.Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 12th May, 1897. [12]

Mails.

NORTHERN PACIFIC
STEAMSHIP AND RAILWAY
COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to
the very cheap rates offered by this Line
to the PACIFIC COAST and the INTERIOR and
EASTERN CITIES of the UNITED STATES and
CANADA and to EUROPE.

HONGKONG TO LONDON 147.

Excellent accommodation. First-class Table,
Doctor and Stewardess carried.

HONGKONG TO NEW YORK 141.

The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY and CASCADE MOUNTAINS. The
YELLOWSTONE NATIONAL PARK route. Passen-
gers to EUROPE may proceed by one of the first
class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA 138.

Rates of Passage to other Ports on application.
Special rates allowed to members of Govern-
ment Services.PROPOSED SAILINGS FROM
HONGKONG.

(SUBJECT TO ALTERATION.)

Victoria..... 13 187 | Tuesday... | Sept. 7.

Olympia..... 13 508 | Tuesday... | Sept. 28.

Columbia..... 13 503 | Tuesday... | Oct. 29.

Tacoma..... 13 509 | Tuesday... | Nov. 9.

Victoria..... 13 187 | Tuesday... | Nov. 30.

Olympia..... 13 508 | Tuesday... | Dec. 31.

THE Steamship

"VICTORIA,"

Captain J. Panten, R.N.R., sailing at Noon, on
TUESDAY, the 7th September, will proceed to
VICTORIA (B.C.) and TACOMA (Wash.), via
SHANGHAI, KOBE and YOKOHAMA."How the Bills of Lading issued to Japan,
Pacific Coast, Europe, and to Canada, and
United States Ports.Consular Invoices of Goods for United States
Ports should be in quadruplicate, and one
copy must be sent forward by the steamer to
the care of the Freight Agent, Northern Pacific
Railway, Tacoma, Wash.Parcels must be sent to our Office (with address
marked in full) by 5 P.M. on the day previous to
sailing.For further information as to Passage or
Freight, apply to
DODWELL, CARLILL & Co.,
General Agents.

Hongkong, 17th August, 1897. [14]

NORDEUTSCHER LLOYD.

NOTICE

STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUZ,
PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN AND HAMBURG.

PORTS IN THE LEVANT.

BLACK SEA AND BALTIC PORTS:

ALSO

LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH AMERICAN
PORTS.THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON

TO LAID PASSENGERS AND LOGGERS.

N.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR THE PRINCIPAL
PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Prinz Heinrich..... 14 Tuesday... 14th Sept.

Piemonte..... 14 Tuesday... 14th Oct.

Sachsen..... 14 Tuesday... 19th Nov.

Bismarck..... 14 Tuesday... 17th Dec.

Prinz Heinrich..... 14 Tuesday... 14th Jan.

ON TUESDAY, the 14th day of September,
1897, at 5 P.M., the Company's Steamship
"PRINZ HEINRICH," Captain O. C. Bopp, will
leave this Port as above, calling at NAPLES
and GENOA.Shipping Orders will be granted till Noon on
SATURDAY, the 11th Sept., and Passengers and
Parcels will be received on board till 5 P.M. on MONDAY,
the 13th Sept., and Passengers will be served at the
Agency's Office until Noon on MONDAY, the
13th Sept. Contents of Packages are weighed.
No Parcel Receipt will be issued for less than
50 lbs. and Parcels should not exceed 7 ft. 6 in.
Cube in Measurement.The Steamer has splendid Accommodation
and carries a Doctor and a Stewardess.
Linen can be washed on board.For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 17th August, 1897. [1263]

SAILING VESSEL.

FOR SAN FRANCISCO.

THE 100-Ton British Ship

"AFRICA,"

Lock, Master, ably assisted, will leave here
for the above Port, and will have quick despatch.For Freight, apply to
SHEWAN, TOMES & Co.

Hongkong, 26th February, 1897. [1244]

FOR SAN FRANCISCO.

THE 100-Ton British Ship